

Regional Transportation Commission of Washoe County

2017 Annual Agency Profile

General Information

Urbanized Area Statistics - 2010 Census

Reno, NV-CA

164 Square Miles

392,141 Population

94 Pop. Rank out of 498 UZAs

Other UZAs Served

454 Carson City, NV, 0 Nevada Non-UZA

Service Consumption

37,741,041

Annual Passenger Miles (PMT)

7,950,302 Annual Unlinked Trips (UPT)

24,720 Average Weekday Unlinked Trips¹

16,669 Average Saturday Unlinked Trips¹

12,557 Average Sunday Unlinked Trips¹

Database Information

NTDID: 90001

Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

Fare Revenues \$7,165,138 20.8%

Local Funds \$0 0.0%

State Funds \$13,702,470 39.7%

Federal Assistance \$12,798,916 37.1%

Other Funds \$831,092 2.4%

Total Operating Funds Expended \$34,497,616 100.0%

Sources of Capital Funds Expended

Fare Revenues \$0 0.0%

Local Funds \$0 0.0%

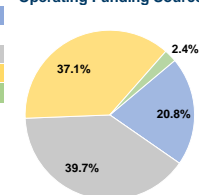
State Funds \$7,640,265 43.1%

Federal Assistance \$10,095,945 56.9%

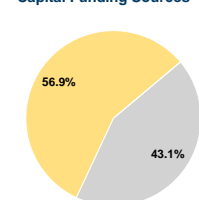
Other Funds \$0 0.0%

Total Capital Funds Expended \$17,736,210 100.0%

Operating Funding Sources



Capital Funding Sources



Summary of Operating Expenses (OE)

Salary, Wages, Benefits \$3,849,745 11.2%

Materials and Supplies \$1,869,210 5.5%

Purchased Transportation \$23,214,405 67.8%

Other Operating Expenses \$5,301,643 15.5%

Total Operating Expenses \$34,235,003 100.0%

Reconciling OE Cash Expenditures \$262,613

Purchased Transportation (Reported Separately) \$0

Modal Characteristics

Modal Overview

Vehicles Operated in Maximum Service

| Mode | Directly Operated | Purchased Transportation | Revenue Vehicles | Systems and Guideways | Facilities and Stations | Other | Total |
|------------------------|-------------------|--------------------------|------------------|-----------------------|-------------------------|-----------|--------------|
| Commuter Bus | - | 3 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Demand Response | - | 45 | \$0 | \$43,700 | \$0 | \$95,640 | \$139,340 |
| Demand Response - Taxi | - | 7 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bus | - | 54 | \$22,582 | \$1,102,554 | \$15,994,941 | \$476,793 | \$17,596,870 |
| Vanpool | - | 110 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | - | 219 | \$22,582 | \$1,146,254 | \$15,994,941 | \$572,433 | \$17,736,210 |

Uses of Capital Funds

Operation Characteristics

| Mode | Operating Expenses | Fare Revenues | Uses of Capital Funds | Annual Passenger Miles | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Fixed Guideway Directional Route Miles | Vehicles Available for Maximum Service | Vehicles Operated in Maximum Service | Percent Spare Vehicles | Average Fleet Age in Years ^a |
|------------------------|--------------------|---------------|-----------------------|------------------------|-----------------------|------------------------------|------------------------------|--|--|--------------------------------------|------------------------|---|
| Commuter Bus | \$409,052 | \$85,527 | \$0 | 697,758 | 27,181 | 105,537 | 3,333 | 0.0 | 3 | 3 | 0.0% | 12.0 |
| Demand Response | \$7,046,059 | \$340,862 | \$139,340 | 1,488,254 | 206,061 | 1,241,416 | 78,537 | 0.0 | 49 | 45 | 8.2% | 3.4 |
| Demand Response - Taxi | \$441,459 | \$72,396 | \$0 | 179,856 | 25,377 | 162,492 | 6,488 | 0.0 | 7 | 7 | 0.0% | 0.0 |
| Bus | \$24,782,215 | \$5,631,340 | \$17,596,870 | 21,806,057 | 7,392,468 | 2,764,820 | 249,153 | 0.5 | 66 | 54 | 18.2% | 8.8 |
| Vanpool | \$1,556,218 | \$1,035,012 | \$0 | 13,569,116 | 299,215 | 2,247,824 | 48,738 | 0.0 | 127 | 110 | 13.4% | 0.8 |
| Total | \$34,235,003 | \$7,165,137 | \$17,736,210 | 37,741,041 | 7,950,302 | 6,522,089 | 386,249 | 0.5 | 252 | 219 | 13.1% | |

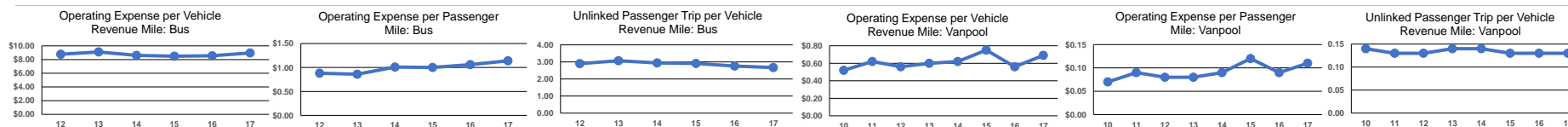
Performance Measures

Service Efficiency

| Mode | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|------------------------|---|---|
| Commuter Bus | \$3.88 | \$122.73 |
| Demand Response | \$5.68 | \$89.72 |
| Demand Response - Taxi | \$2.72 | \$68.04 |
| Bus | \$8.96 | \$99.47 |
| Vanpool | \$0.69 | \$31.93 |
| Total | \$5.25 | \$88.63 |

Service Effectiveness

| Mode | Operating Expenses per Passenger Mile | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|------------------------|---------------------------------------|--|---|---|
| Commuter Bus | \$0.59 | \$15.05 | 0.3 | 8.2 |
| Demand Response | \$4.73 | \$34.19 | 0.2 | 2.6 |
| Demand Response - Taxi | \$2.45 | \$17.40 | 0.2 | 3.9 |
| Bus | \$1.14 | \$3.35 | 2.7 | 29.7 |
| Vanpool | \$0.11 | \$5.20 | 0.1 | 6.1 |
| Total | \$0.91 | \$4.31 | 1.2 | 20.6 |



Notes:

^aDemand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

¹Average Unlinked Trips not available for Demand Response Taxi.